

BIG GUNS ROAR AT FORT TOTTEN

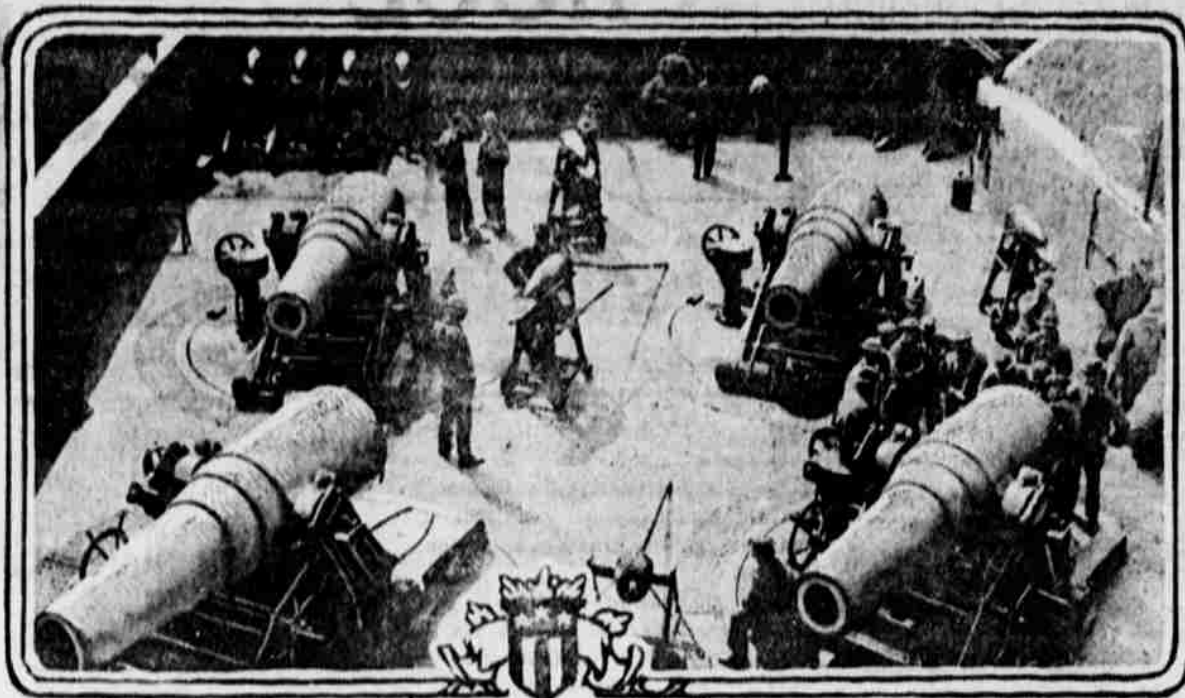


Photo by American Press Association.

When the twelve inch mortars guarding Long Island were tested the residents in towns near the fortifications were ordered to keep their windows raised. Removal of bric-a-brac and other breakable articles also was advised.

RAILWAY WRECKS

Quick Rescue Work the Rule
When a Smashup Occurs.

"SAVE LIFE" IS FIRST ORDER.

To Accomplish This Every Effort is Strained, and When That Work is Done "Clear the Tracks," Regardless of Property Loss, Is the Next Task.

Marvelously efficient is the system of wrecking machinery in use in these days for quick work when a smashup occurs on one of the great railroads. Some of the latest inventions and appliances for clearing tracks after a wreck are described in the Popular Science Monthly. The magazine says:

"Wrecking trains are located on every division of important railroads, standing idle in the yards waiting for calamity—a crane car, with sufficient power to lift a freight car as a child lifts a toy; a supply car, containing ropes, cables, chains, jacks, crowbars, tools, lanterns, fire apparatus, dynamite, rails, ties; a caboose for the wrecking crew.

"When the word comes over the wire that the express and the fast freight have tried to see which could butt the other off the track the wrecking crew assemble in a hurry. They are picked men—these minutemen of the rails—each with his specialty. Mechanics, trackmen, men skilled in explosives, strong men, slender men, at least one small but muscular man, they come from roundhouse and shop, freight yards and office at the supreme call. The wrecking boss takes command, the best engine available backs down, and with a clear track the wrecking train gets to the disaster, often ahead of the special containing doctors and nurses.

"There is only one order to be obeyed when the wrecking crew gets into action—'save life'! But once the victims are extricated—and they are taken out in remarkably short time—the order changes. It is not, as might be expected, 'save property.' It is 'clear the line.' It makes no difference that five hundred freight cars contain expensive automobiles, pianos, or photographs, or fruit, which might be saved by careful work. If the contents cannot be saved in less than an hour there is only one thing to do. The big steam crane is hauled down to the mess; a long, tentacle-like hook descends, chains and ropes are brought into play, and slowly, surely, almost daintily, the crane swings the wrecked freight car and its contents to one side.

"Sometimes the easiest way to clear the line is to burn the wreck or blow it up. Tracks can be quickly rebuilt if damaged, but nothing can replace lost time. The price of the cargo of automobiles is nothing against a five hour delay, for the price of delay mounts in stunning geometrical progression. A few hundred dollars for the first hour, it may be many thousands of dollars in the second or third hour. A stoppage of the lines may mean a stoppage of the whole railway system, with hundreds of thousands of dollars' worth of freight tied up, confusion, loss, waste.

"And well he knows his work—the crane for this car, the jacks for that. This engine looks like a scrap, but probably will run; put her on the other track. That engine looks all right, but is vitally wounded; throw her off. This car is too inextricably tangled with another in loving embrace to take to pieces, part by part; burn it up and throw the trucks to one side. The small man, a necessary factor, crawls into and out of holes too small for his stronger mates, attaching chains and ropes, reporting conditions, doing work as valuable as that of the Hercules who with a crowbar heaves up a tangle of wheels that a jack may be slipped into position.

"The doctors and the nurses and the relief train have come and gone. Down the line stands an impatient express, behind it a long freight. In the other direction a local is filled with fuming commuters, and perhaps the president's

special is close behind. All along the division and soon to spread through the whole system is delay, stalled trains, trains waiting orders, trains costing the company thousands of dollars a minute.

"Over the tangled debris one man stands supreme, snapping his orders like the crack of a whip, utterly unmindful of the property he destroys that other property may move. And as if by magic the lines clear. The last of the bent and broken cars are turned on their sides and slide down the bank. The limping engine goes off behind a switching engine sent for the purpose. If the delay looks long, a temporary sidetrack has been swiftly built and the several waiting trains puff slowly by. The wrecking train whistles. Its crew, driving the last spike to make the track secure, pull out jimmy pipes. The big crane folds its single arm and rests. The men pile into their caboose. The wreck is off the lines—time, fifty-five minutes. The wrecking train has finished its work."

A Straightforward Answer.

J. B. Lippincott once ventured to ask Ouida, the novelist, how she came to know so much about clubs, camp life, barracks, gambling houses and other places which are only visited by men. She placed her hands upon her knees and, looking straight at her questioner, said: "It is none of your business."

Whose keepeth his mouth and his tongue keepeth his soul from troubles.—Solomon.

INDIAN SIGN LANGUAGE.

Members of Every Different Tribe Can Read These Signals.

A white man who visits a foreign land finds it hard and sometimes impossible to make his most ordinary wants known. The red man has no such difficulty. The problem of a universal language was solved centuries ago by the savage inhabitants of this western world.

Should an Indian from northern Alaska go to Patagonia he could by means of this universal language converse with his southern brethren almost as easily as he could with his neighbors at home. That would also be the case if he visited Central America or met the tribesmen of our own western prairies and mountains.

When this language was invented no one knows, but every Indian learns it in addition to his own. Recently two chiefs of different tribes met in the Geographical society rooms in Washington and held a conversation that lasted nearly three hours, and yet neither one knew a word of the other's language.

This universal language is, of course, made up of signs. For example, if an Indian is passing through a strange country and sees other Indians at a distance he makes the "peace sign"—that is, he holds up his blanket by two corners so that it covers his whole figure. The same thought is expressed by extending the hands, palms outward, slightly inclined from the face. Any Indian would understand either one of these signs.

Then there are the abstract signs by which these "savages" can express their thoughts with regard to the Great Spirit, heaven, good, evil, life and death, sickness, health, riches and poverty. Life is expressed by drawing an imaginary thread from the mouth and death by chopping this thread off. Another sign for death is to hold the tips of the fingers of one hand against the palm of the other and let them gradually slip downward and at last drop beneath the palm.

Most white people think that the Indian word of greeting, "How," is merely the abbreviation of the question, "How are you?" But that is not so. The word is really "au," which means "brother" or "friend." So when he comes up and greets out his seemingly inquisitive "How" he is not asking after your health, but telling you that he is a friend.—Youth's Companion

Jutland and the Sea.

Jutland is one of the few countries where political change has been avoided. Denmark has looked after the Jutes for over 1,000 years without challenge. But the sea has refused to

let Jutland alone. Like Holland, it needs the protection of dikes, and but for these there would be considerably less Jutland. Even on the east coast, with its higher elevation, the sea runs into many inlets. One of the longest of these, the Lyngford, was in 1825 broken into from the west by the waters of the North sea, and the north corner of Jutland has ever since remained an island.—London Chronicle

Had His Title All Ready.

Diarmid's first novel affords a curious instance of intelligent anticipation. Among the host of characters in "Vivian Grey," most of them slightly veiled portraits of celebrities of the day. Lord Beaconsfield is one of the most important in the secondary rank. The novel was written in 1826, exactly fifty years before the writer assumed the title he had invented. It is usual for novelists to portray themselves in their first book, but no other instance can be found of an author christening a character with a name subsequently to become his own.—London Spectator

EATING TO LIVE.

Rules by Which Good Health May Be Gained and Retained.

Herewith I give a few general suggestions for those who desire health, writes Edward B. Warman, A. M., in the Nautilus:

No one can have health who eats too much.

No one can have health who eats too often.

No one can have health who eats too many kinds of food at the same meal.

No one can have health who eats when tired, hurried, worried, anxious or excited.

No one can have health who rises late, gulps down a hearty breakfast and then sprints for the car.

When you have eaten do not wonder if it will agree with you. When you begin to wonder trouble begins. Say goodby to it, not expecting to hear from it again. If you fear it do not eat it; if you eat it do not fear it.

Be cheerful at your meals. A sour countenance will give you a sour stomach.

Praise your wife's cooking—if you can conscientiously.

If you go home with a grouchy leave it out of doors, where the dog will get it—then shoot the dog.

The majority of people do not know how to live until they are ready to die, and then they are not ready to die because they have not rightly lived.

Genesis of the Playhouse.

Thespis in 536 B. C. acted his plays in a wagon. In 499 B. C., during the time of Aeschylus, creator of drama, the performances took place upon temporary wooden scaffolds, one of which, having collapsed during a representation, the Athenians were induced to build the great theater of Dionysus, calling it the Lenaloon, which was the first permanent stone structure of its kind. It required 100 years to erect it. There was no scenery, but the scene was decorated so as to represent the locality in which the action was going on. Roofless was his structure, but around the building were porticoes, to which the people retreated during rainstorms. Sometimes awnings were used to ward off the sun's heat.

Card Playing.

Card playing began in India in the ninth century. It was introduced into Europe by orientals some time prior to the thirteenth century. Spacens popularized the amusement in Spain and Italy. The taste for the game afterward spread to Germany, where it commenced to be indulged in about 1275. Its appearance in France was mentioned in the records of that country in 1393. Heraldic cards were first known in England in 1600.

Genuinely Dry.

Antofagasta, a seaport of Chile, on Morena bay, a great shipper of metal ores, borax and nitrate, is obliged to pipe its drinking water several hundred miles from the Andes. The city is one of the driest spots in the world, though a deep water port. Beyond it lies the great Atacama desert.—Argonaut



HER MATINEE COAT.

Rose velvet so thick it almost becomes plush is the material of this beautiful garment. A very full cape is shirred three times on to a black velvet yoke, matching the deep cuffs. Please notice the unusual way of confining the fullness in the back, a buttoned strap. The coat is lined with rose taffeta.

WAISTS DARK OR LIGHT.

Whether in dark colors to match the suits or in light pastel shades, sheer-ness is the dominant style feature of the fall waists. It is expected that the dark waists to match the suits will be in vogue as the fall season advances, but the early buying favors the white and pastel shades. Sheer silk crepe is again taking the lead with the early buyers. Chiffon, however, is being taken up more extensively than in the past two seasons.

Crepe de chine is a decidedly important factor in the practical waists, which require service as well as attractiveness. White and flesh color crepe de chine continues to attract, but some of the pastel shades, such as gray, tan and blue, are included in the orders for early shipment.

Lucky Youth.

"Young Scaddis is an absolute nincompoop. He doesn't know enough to come in when it rains."

"He doesn't need to. With all his money he can afford a new umbrella every day in the week and also a man to carry it for him."—St. Louis Post Dispatch.

Her Jewels.

Mrs. Subbubs—I wonder where little Willie and Davis are. Did you see anything of my jewels as you came along. Mr. Neddore? Neddore—Yes; I did. n'ann. Your jewels are in soak. I saw them swimming in the river.—Boston Transcript.

Those who are readiest to criticize are oftentimes the least able to appreciate.—Joubert.

Letterheads at the Courier.

"See the Josephine County Caves"

For the accommodation of visitors to this most wondrous and beautiful piece of nature's underground work, CAVE CAMP has been established on Williams Creek, 27 miles from Grants Pass—at the junction of the auto road and government trail, ten miles from the Caves. The camp is equipped with floored tents, clean beds and bedding, mattresses and springs. Rates \$2.25 per day; special rates by the week. Saddle horses furnished on short notice. Telephone service.

Fishing, Recreation, Cool Refreshing
For transportation inquire Grants Pass Garage

FRANK M. SOUTH, Mgr.

Classified Advertising

FOR SALE

ANGEL CAKES—Phone orders to No. 190-J. 787tf

FOR SALE—Apple chunk wood, \$2 tier, cut to 16-inch lengths, from 30 year orchard cut this spring. Best wood on market. Phone E. H. Richard. 853

WINONA BERKSHIRES—If you want the most pork per lb. of feed, get a Winona Berkshire for your next herd boar. Spring pigs averaged 100 lbs. each at four months. F. R. Steel, Winona Ranch, Rural Route No. 1. 830tf

14-ROOM house, partly furnished, lot 75x100, on Sixth street, for sale real cheap, or will trade. For particulars inquire B. A. Williams, 323 G street. 878

FOR SALE—Team of horses, two cows (one fresh for \$65), one three-burner oil stove, almost new, perfect condition, for \$8. Geo. Morris, Route No. 1. Phone 602-F-12. 848

WINTER BANANA apples for sale at Lathrop's ranch, 25c per box. Phone 609-F-22. 849

FOR SALE—Spring wagon. Cheap for cash. Apply at Foundry. 848

FOR SALE—160 acres timber and agricultural land, at a bargain, 1 mile to station. In Josephine county. Cruise 3,000,000 one-third pine. I will be in town only two or three days and will offer this property, worth \$3000, at \$1300. \$500 will swing the deal. Call room 24, Palace Hotel. 2t.

TO EXCHANGE

VANCOUVER, B. C., PROPERTY to trade for Rogue River valley property—lot, 98x199 1/3, 11-room house, strictly modern, full basement, three-room house on rear of lot. Also property in New Westminster, B. C., to exchange for Rogue river property.

Bungalow court, six units, in Los Angeles; also 100 acres of land in southern California, to trade for Rogue river property. What have you?

Plenty of money to loan on good real estate security. See Isaac Best. 850

TO RENT

FOR RENT—Three furnished rooms, 829 Orchard Ave. Phone 370-J. 2t

WANTED

WANTED—Man to work on farm who can also do blacksmithing. Write Box 24, Merlin, Oregon. 850

FARM LAND WANTED—Will pay \$100 to party whose information leads me to buy relinquishment or improved homestead land in this part of the state. Would consider timber and logged-off land partly cleared, some improvements, cabin, etc. Am looking for a bargain, and pay cash. Write me fully in first letter. Address No. 1636, care Courier. 3t

WANTED—Will pay \$5 per ton for 15 tons of clean, bright straw, baled. To be delivered at Grants Pass. Address Hlahee, Grants Pass. 6t

PUBLIC STENOGRAPHER

PUBLIC STENOGRAPHER—Miss Hobbs, 306 South 6th Street. Phone 257-R. 844tf

DRESSMAKING

DRESSMAKER, just from Portland, can give best references, would take day engagements. Call at 814 North Fifth street. 847

ASSAYERS

E. R. CROUCH, Assayer, chemist, metallurgist. Rooms 201-203 Pad-dock Building, Grants Pass.

VETERINARY SURGEON

DR. R. J. BESTUL, Veterinarian. Office in Winetroot Implement Bldg. Phone 113-J. Residence Phone 305-R.

TIME CARD

The California and Oregon Coast Railroad Company

(The Oregon Caves Route)
Effective Monday, May 1, 1916.
Train 1 lv. Grants Pass.....7:00 a.m.
Arrives Waters Creek.....8:00 a.m.
Train 4 lv. Waters Creek.....5:00 p.m.
Arrives Grants Pass.....6:00 p.m.
Daily except Sunday.

All trains leave Grants Pass from the corner of G and Eighth streets, opposite the Southern Pacific depot. For all information regarding freight and passenger service call at the office of the company, Public Service building, or phone 131 for name.

Train will stop on flag at any point between Grants Pass and Waters Creek. Passenger service every day in the week.

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L. O. CLEMENT, M. D.—Practice limited to diseases of the eye, ear, nose and throat. Glasses fitted. Office hours 9-12, 2-5, or on appointment. Office phone, 62; residence phone 359-J.

S. LOUGHRIDGE, M. D., Physician and surgeon. City or country calls attended day or night. Residence phone 369; office phone 181. Sixth and H. Tuffs Bldg.

J. P. TRUAX, M. D., Physician and surgeon. Office: Office 325; residence 324. Calls answered at all hours. Country calls attended to. Lundburg Bldg.

DR. ED. BYWATER—Specialist on diseases of eye, ear, nose and throat; glasses fitted. Office hours: 9 to 12 a. m., 2 to 5 p. m. Phone: Residence 234-J; office 257-J. Schmidt Bldg, Grants Pass, Ore.

A. A. WITHAM, M. D., Physician and Surgeon. Office: Hall Bldg., corner Sixth and I streets. Phone: Office 116; residence 282-J. Hours 9 a. m. to 4 p. m.

DR. H. WARREN NICE, Osteopathic Physician. Chronic and nervous diseases specialty. Rooms 1 and 2, Lundburg Bldg., opposite post office; phone 149-R. Residence: Colonial hotel; phone 167-J.

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BERT R. ELLIOTT, D. M. D.—Modern dental work. Maud B. Bradford, dental assistant. Rooms 4 and 5, Golden Rule Bldg. Grants Pass, Ore. Phone 255-J.

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F. G. ISHAM, drayage and transfer. Safes, pianos and furniture moved, packed, shipped and stored. Phone Clark & Holman, No. 50. Residence phone 124-R.

THE WORLD MOVES; so do we. Bunch Bros. Transfer Co. Phone 15-R.

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GRANTS PASS Lodge No. 84 A. F. A. M. Stated Communications 1st and 3d Tuesdays. Visiting brethren cordially invited. A. K. Cass, W. M. Ed. G. Harris, secretary.

GOLDEN RULE LODGE, No. 78, I. O. O. F., meets every Wednesday evening in I. O. O. F. hall, corner 6th and H. Sts. Visiting Odd Fellows cordially invited to be present. Emil Gebers, N. G.; Clyde Martin, Secretary.

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CRYSTAL SPRINGS water put up in 5-gallon glass jars and delivered at your door, fresh, pure, sanitary. Telephone 293-R and water wagon will call.

TAXI STAND at the Mocha Cafe. Any where in town 10c. Phone 181-R. Residence phone 242-L. 1t